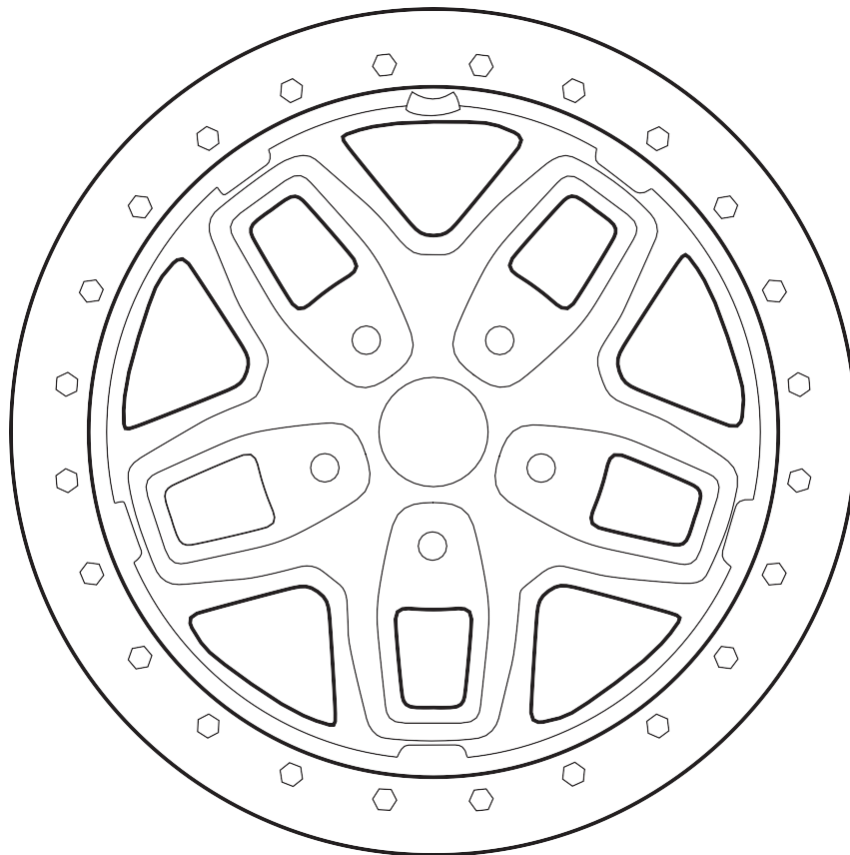




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# AEV DUALSPORT WHEEL Installation Guide



AEV30302AE  
*Last Updated: 03/09/26*

INSTALLATION GUIDE



## PLEASE READ BEFORE YOU START

TO GUARANTEE A QUALITY INSTALLATION, WE RECOMMEND READING THESE INSTRUCTIONS THOROUGHLY BEFORE BEGINNING ANY WORK. THESE INSTRUCTIONS ASSUME A CERTAIN AMOUNT OF MECHANICAL ABILITY AND ARE NOT WRITTEN NOR INTENDED FOR SOMEONE NOT FAMILIAR WITH AUTO REPAIR.

INCLUDED PARTS	QTY
DualSport Wheel	1
Molded Center Cap	1
Optional – Decorative Button Head Bolts	24
Optional – Beadlock Ring	1
Optional – Beadlock Bolts and Washers	24 ea.
Optional – Protection Ring	1
Optional – Protection Ring Bolts and Washers	24 ea.

**Inspect your new wheels thoroughly, and report shipping damage or defects prior to mounting tires. Returns will not be accepted after tires have been mounted to your wheels.**

## PAINT/POWDERCOAT

**WHEEL – DO NOT POWDERCOAT CAST ALUMINUM WHEELS** – The heat range and duration of the powdercoating process may overlap the heat treating and aging of the cast aluminum wheels. For this reason, powdercoated wheels will not be covered under AEV’s lifetime structural warranty. It is acceptable to paint the wheels using a standard automotive liquid paint refinishing system and bake cycle.

**17” CAST PROTECTION RING** – Because this part is non-structural, it is acceptable to paint or powdercoat this part.

**18” FORGED PROTECTION RING** – Because this part is non-structural, it is acceptable to paint or powdercoat this part.

**17/18” FORGED BEADLOCK RING** – It is acceptable to paint the forged beadlock rings using a standard auto-motive liquid paint refinishing system and bake cycle.

## TPMS

AEV wheels are compatible with your factory Tire Pressure Monitoring System (TPMS). Use the **AEV ProCal** if necessary to reprogram your vehicles TPMS threshold to match your tire specifications (consult tire mfg and vehicle door placard for more information)



## OVERVIEW

AEV DualSport Wheels can be mounted in 3 configurations:

- Conventional mounting without use of ring.
- Conventional mounting using the non-beadlock AEV aluminum Protection Ring.
- True beadlock mounting using the AEV forged aluminum Beadlock Ring.

### Conventional Mounting

1. Mount tire to wheel using standard practices.
2. Install decorative nylon button head screws into ring mounting holes. Hand tighten. **DO NOT** use power tools or threads will strip.

### Conventional Mounting using protection ring

1. Mount tire to wheel using standard practices.
2. Install Rock Ring using supplied bolts and washers. Torque fasteners to 20 lb-ft. (Both M8 & M10 Hardware)

### True Beadlock mounting

1. Apply tire mounting lubricant to inner and outer bead and install tire onto wheel.
2. Fully seat the outer tire bead on the wheel flange.

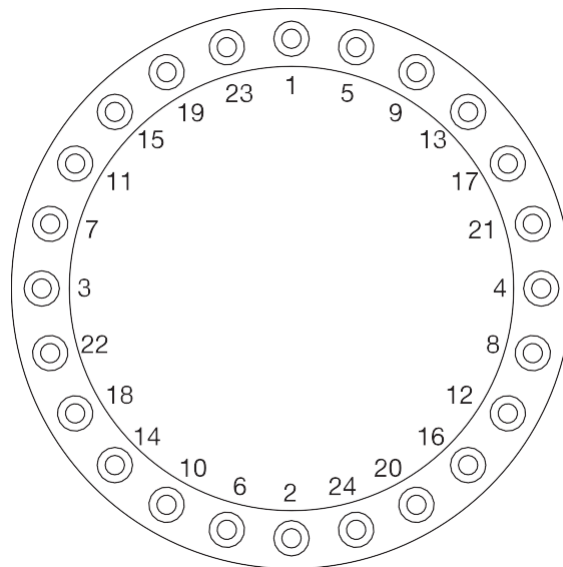




3. Position the beadlock ring onto the tire aligning the Warning Label with the valve stem. Apply anti-seize to the flange bolts, insert with washers, and start bolts by hand.



4. For M8 & M10 Hardware: Tighten bolts using the torque sequence provided to uniformly draw the ring down on the tire bead. Torque all bolts to 10 lb-ft.



NOTE: TO PREVENT RING DAMAGE IT IS VERY IMPORTANT TO FOLLOW THIS TORQUE SEQUENCE, MAKING SURE TO MAINTAIN A UNIFORM GAP BETWEEN THE RING AND THE WHEEL DURING THIS PROCESS. THIS PROCESS IS TIME CONSUMING BUT DO NOT SHORT CUT OR USE POWER TOOLS.



5. Repeat sequence. For M8 Hardware: Torque to 16 lb-ft. For M10 Hardware: Torque to 22 lb-ft.
6. Repeat sequence. For M8 Hardware: Torque to 24 lb-ft. For M10 Hardware: Torque to 43 lb-ft.
7. Recheck each bolt torque. For M8 Hardware: 24 lb-ft. For M10 Hardware: Torque to 43 lb-ft
8. Using a feeler gauge at the bolt locations, inspect to make sure there is no gap between the ring and the wheel. NOTE: It may appear that there is a gap between the ring and the wheel because of the radius edge of the ring. Measuring with a feeler gauge is the only way to know for sure.



9. Inflate tire to seat inner bead. Do not exceed 45 PSI to seat bead.

## Maintenance of Beadlock Wheels

Visually inspect your beadlock wheels periodically. The gap between the ring and the wheel should remain uniform. If there are any signs of torque loss or damage to bolts, remove the valve core to completely deflate tire, replace any damaged bolts and re torque per the instructions.

To ensure a long lasting finish and to protect from pre mature wear, clean your wheels regularly. If you live in areas where salt and chemicals are used on the roads, it is very important to wash your wheels every week. Mild soap and a soft brush works best. Avoid harsh cleaners with abrasives. After cleaning, protect the finish using a high quality Carnuba car wax, or wheel wax.